



34TH AMERICA'S CUP WATER AND AIR TRAFFIC PLAN

For the 2012 and 2013 Regattas
on San Francisco Bay

December 2011



WATER AND AIR TRAFFIC PLAN

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SECTION 1

Introduction

1.1 Background

The 34th America's Cup (AC34) is a series of sailing race events to take place on San Francisco Bay in August and September 2012 and July through September 2013. The AC34 event is sponsored by America's Cup Event Authority, LLC (Event Authority)¹ and will be hosted by the City Of San Francisco. America's Cup Race Management (ACRM) is organizing the on-water race events and team bases. The Race Area is shown on Figure 1.

In the course of planning for AC34, this Water and Air Traffic Plan was identified as an implementation plan in the 34th America's Cup Host and Venue Agreement (Host Agreement)² to regulate vessel traffic on the Bay on race days, secure water space on the Bay within the perimeter of the designated race area on race days, and secure air traffic within and around the race area on race days. The Host Agreement states that the Water and Air Traffic Plan shall provide "(a) adequate and safe access to the Course Area for boats of Competitors, the officials, the media and others accredited by the authority; (b) exclusive use of the Race Area for boats of Competitors, the officials, the media and others accredited by the authority at all relevant times provided under the United States Coast Guard (USCG) Special Local Regulations; and (c) information on the traffic controls in the Event Water Space and the Event Air Space".

As planning and environmental review for AC34 progressed this Water and Air Traffic Plan was identified as a way to manage and disseminate information regarding water- and air-related operations for the AC34 events. For water-related activities, this includes navigation guidelines and restrictions, day-to-day changed vessel traffic conditions, proper and legal waste handling for vessels, and protection of sensitive marine habitats and species. For air-related activities, this includes operational parameters for use of the AC34 helipad at Treasure Island as well as generally during the event, which ensure public safety while at the same time mitigate environmental (primarily noise) impacts. The plan is presented in two sections; Water and Air.

1 The Event Authority is responsible for organizing and managing AC34, as well as marketing AC34 and identifying potential partners.

2 34th America's Cup Host and Venue Agreement among the City and County of San Francisco, the America's Cup Event Authority, LLC, and the San Francisco America's Cup Organizing Committee. For a copy, please go to: http://www.oewd.org/Development_Projects-Americas_Cup.aspx. The Golden Gate Yacht Club, which holds the America's Cup, delegated to the Event Authority the right to select the venue for AC34. Certain capitalized, event-related terms used in this document are defined in the Host Agreement.

The Water portion of this plan provides specific information regarding navigational and operational guidelines and provides direction on how additional information, such as locations of environmental services, can be obtained. This plan addresses two major communication pathways to provide information to the public regarding changed conditions of the Bay and safety, as well as education regarding protection of the Bay resources, including water quality and biological resources. The USCG Special Local Regulations (Appendix A), which describe the rules of the Bay will be included in this plan. The Environmental Impact Report prepared under the California Environmental Quality Act identified a mitigation measure to provide information to visiting mariners through a Notice to Boaters to reduce impacts to biological resources and water quality. This Notice to Boaters (Appendix B) will be disseminated to visiting mariners to inform them about changed vessel traffic conditions, locations of marine service providers and environmentally responsible operating practices for the protection of San Francisco Bay. The Notice to Boaters will include important educational information regarding protection of the Bay.

The Air portion of this plan provides operational restrictions for rotary-wing aircraft operating during the event, with additional parameters for aircraft using the designated AC34 helipad at Treasure Island. These restrictions primarily address safety and security issues associated with operation of multiple aircraft in congested airspace, while at the same time mitigating environmental (primarily noise) impacts. This plan describes expected air traffic, as well as the possibility of Federal Aviation Administration (FAA) issuance of a Temporary Flight Restriction (TFR) and the security designation via the Department of Homeland Security that would serve as the basis for this flight restriction.

This Water and Air Traffic Plan was developed in consultation with the Event Authority and ACRM in cooperation with the USCG and the FAA and Department of Homeland Security. This initial draft for public review will be posted and public comments invited at americacup@sfgov.org through December 31, 2011. A revised draft will then be prepared to incorporate public comments and further dialogue with the agencies and entities listed above. That revised draft would be submitted to the City Board of Supervisors file prior to project approvals, currently anticipated for mid- to late January 2012. This plan will be further updated when and if the USCG finalizes the Special Local Regulations and the FAA finalizes a TFR for the 2012 events as well as if any further revisions are made to the relevant authorizations subsequent to that time.

1.2 Water and Air Traffic Plan Process – Further Refinements

This is a draft plan that will be revised as the permitting process proceeds and as the AC34 planning and development evolves. This plan and the Notice to Boaters will be updated as the USCG prepares Special Local Regulations (SLR) for the AC34 event as described below. The Plan may also be updated based on the permitting process with the Regional Water Quality Control Board (RWQCB), the FAA, and other resource agencies.

It is anticipated that final RWQCB and FAA permit conditions will be established by early 2012 and incorporated into this plan. The USCG SLRs are anticipated to be final in May 2012. It is anticipated that this plan will be updated in approximately June 2012, and a revised plan, as necessary, will be prepared for the 2013 events based on the outcome and effectiveness of the plan during the 2012 event.

SECTION 2

Water Traffic

2.1 Introduction

As mentioned above this plan address two major communication pathways to provide information to the public regarding changed conditions of the Bay and safety, as well as education regarding protection of the Bay resources, including water quality and biological resources. The USCG's Special Local Regulations (SLR) will set the rules for navigation and safety including vessel traffic. Communications for the USCG SLR are described below in section 2.1.1. The Notice to Boaters will provide information regarding protection of the Bay for visiting mariners. This plan includes a description of the dissemination of the Notice to Boaters information below in section 3.3.

2.2 United States Coast Guard Special Local Regulation

ACRM is in the process of applying for a USCG Marine Event Permit. Pursuant to Section 100.35 of Title 33 of the Code of Federal Regulations, USCG is authorized to promulgate regulations to insure safety of life on navigable waters immediately prior to, during, and immediately after the regatta. Such regulations may include the control of vessel movements, including commercial, cargo, ferry, recreational, and event related vessels, through a specified area immediately prior to, during, and immediately after the approved regatta.

These regulations are established through the federal rulemaking process. During this process, the USCG will first publish the Special Local Regulation (SLR) for the America's Cup sailing races in the form of a Notice of Proposed Rulemaking (NPRM). The NPRM is published in the Federal Register and normally contains a preamble statement in sufficient details to explain the proposal, its background, basis and purpose, and the various issues involved. The NPRM will provide opportunities for public participation by establishing a public comment period. This public comment period allows interested persons the opportunity to participate in the rulemaking process through the submission of written data and views. After all comments received have been considered, a Final Rule is issued. The Final Rule will be published in the Federal Register.

2.2.1 Public Notification

Information on exact dates, times, and other details concerning the number and type of participants and an exact geographical description of the regulated area is published by USCG District 11 in the Local Notice to Mariners (LNM). The LNM is used as a means for disseminating information concerning aids to navigation, hazards to navigation, and other items of marine information pertaining to the safety of waterways. The LNM is a free service provided

by the USCG and will be available to all visiting mariners. To find the latest LNM, follow the LNM links from the Navigation Center home page:

<<http://www.navcen.uscg.gov/>>

To subscribe or unsubscribe to the District 11 LNM via the World Wide Web, visit <http://cgls.uscg.mil/mailman/listinfo/eleventh-cg-dlnm>

or, via email, send a message with subject or body 'help' to:
eleventh-cg-dlnm-request@cgls.uscg.mil

You can reach the person managing the list at:
eleventh-cg-dlnm-owner@cgls.uscg.mil

Additionally, the Captain of the Port San Francisco Bay will issue Broadcast Notices to Mariners over the Marine Radio to notify the public of the America's Cup regulated area and any changes in the status of the area. Such notices will continue until the event is complete.

2.2.2 Enforcement

The USCG will patrol the event to ensure safety and security. The USCG will elicit the support of local, state and federal marine enforcement assets as well as vessels placed at the disposition of the USCG pursuant to section 826 in Title 14 U.S. Code to perform search and rescue, and direct the movement of vessels in the vicinity of the regatta, among other duties.

2.3 Information for Visiting Mariners

As part of the CEQA and permitting processes surrounding AC34, a "Notice to Boaters" is being created that will provide a wide range of helpful information to those planning to attend the events via boat. The Notice to Boaters will be made available to visiting boaters prior to or upon arrival to San Francisco Bay for AC34 2012 and 2013 races. The intention of the Notice to Boaters is to provide information educating boat owners/operators about sensitive habitats and species in the Bay and actions required to avoid impacts to marine resources. The Notice to Boaters includes information on how to employ environmentally sound boating practices and where to find environmental services. As noted herein, City staff are working with the Authority, ACRM and environmental stakeholders to identify opportunities for the Notice to Boaters to be structured so as to further incentivize environmentally responsible boating practices.

The Notice to Boaters will consist of a map identifying restricted areas and avoidance areas, marinas and safe anchoring locations, and locations of boating services, as well as a handout describing how to obtain information on vessel traffic regulations and education regarding protection of sensitive habitats and environmentally sound boating practices. The following sections identify components of the Notice to Boaters.

2.3.1 Vessel Traffic Service for San Francisco Bay

As described above vessel traffic during the race events will be controlled by the USCG through the SLR. Boaters can obtain the SLR for free at the following internet address:

<<http://www.navcen.uscg.gov/>>

The SLR can also be obtained through the channels identified above under section 2.2.1.

The Event Authority and ACRM will provide information to the public through their website related to the racing schedule and other information. If there are changes to the racing schedule, make-up racing days, or other changes to planned events the Event Authority and ACRM will post the information on their website at the following internet address:

<http://www.americascup.com/en/>

2.3.2 Marinas and Safe Anchoring Locations

A list of marinas, safe anchoring, safe docking for dinghies and vessel tenders locations is provided in Appendix C. The locations of the marinas and safe anchorages are shown on the map included in the Notice to Boaters (Appendix B). Marinas that are participating in the Clean Marinas Program will also be identified to assist boaters in seeking out the these environmentally responsible operations, in furtherance of the overall environmental stewardship objectives of the events.

2.3.3 Environmentally Sensitive Areas and Exclusion Zones

The San Francisco Bay contains environmentally sensitive areas, some of which are referred to as special aquatic sites. An example of a special aquatic site is an area containing eelgrass beds. Eelgrass beds are sensitive habitats that serve a high ecological function. Eelgrass beds are best protected by avoiding them and not anchoring in or transiting through them. It is important for boaters to avoid these areas to protect the resources. Locations of eelgrass beds to be avoided are shown in the Notice to Boaters Map. To the extent available additional information may also be incorporated relating to areas where marine wildlife are known to congregate, so that special care may be taken to avoid potential collisions or unnecessary disturbances.

The CEQA EIR identified the need for protection for undeveloped shoreline with nesting birds. These areas will be protected by identifying a 300-foot exclusion zone for boats. These areas will be shown on the Notice to Boaters Map.

The project area includes two 300-foot water exclusion zones related to NPS lands. The two exclusion zones are located off Crissy Field Wildlife Protection Area and Alcatraz Island as shown on the Notice to Boaters Map. All race related motorized boating is prohibited in these areas. Personal watercraft is prohibited one quarter mile from all National Park Service shoreline.

2.3.4 Invasive Species

The Project Sponsor has created the AC34 Invasive Species Task Force (ISTF), which is made up of representatives from the Project Sponsor, San Francisco Regional Water Quality Control Board (RWQCB), the California Coastal Commission (CCC), the State Lands Commission, California Department of Boating and Waterways (CDBW), the San Francisco Estuary Project, the US Coast Guard (USCG), California Department of Fish and Game (CDFG), and the Smithsonian Institute. The ISTF worked together to establish the Guidelines for Aquatic Invasive Species (AIS) and to determine the best method for packaging and disseminating the Guidelines to obtain the most effective results.

The Guidelines for AIS and the dissemination plan for the guidelines are provided in Appendix D. The goal of the AIS guideline dissemination is to provide the information and education about the need to prevent the potential spread of AIS by cleaning boats prior to leaving home ports. This differs from the dissemination of the Notice to Boaters, which provides information on San Francisco Bay conditions and where to find environmental services in the Bay.

The AIS Guidelines will be disseminated electronically through the AC34 website. The Event Authority is coordinating with several boating associations who provide outreach to vessel owners to establish links with these associations to the AC34 website and spread the word regarding AIS. In addition to electronic dissemination, hard copies of the guidelines will be placed at marinas, yachtclubs, chandleries and boat supply shops, commercial boatyards, and trade shows.

The Event Authority and the City will work to develop a Boater Pledge Program to incentivize boaters to review and comply with the AIS Guidelines. If a boat owner pledges to comply with the AIS guidelines to clean their vessel and send in their signed pledge form, they will receive an AC34 flag to display on their boat. Information related to the Boater pledge program will be included in the next update of this Plan.

2.3.5 Marine Mammals

All marine mammals are protected under the Federal Marine Mammal Protection Act. The Act prohibits harassment of marine mammals. Harassment includes the negligent or intentional operation of a vessel, or the doing of any other negligent or intentional act which results in disturbing or molesting a marine mammal and feeding or attempting to feed a marine mammal in the wild. The term “harassment” means “any act of pursuit, torment, or annoyance which 1) has the potential to injure a marine mammal or marine mammal stock in the wild (Level A harassment); or 2) has the potential to disturb a marine mammal or marine mammal stock in the wild by causing disruption of behavioral patterns, including, but not limited to, migration, breathing, nursing, breeding, feeding, or sheltering (Level B harassment).”

The Notice to Boaters handout will include a section describing that it is against the law to harass marine mammals.

2.3.6 Waste Handling

It is important that visiting mariners dispose of their waste in a proper and legal manner. Locations for proper waste disposal are listed in Appendix E and are shown on the Notice to Boaters Map. Signs will be posted at all AC34 temporary floating docks to clearly identify the location for waste disposal. City staff is also engaged in discussions with environmental and industry groups to determine ways by which additional waste handling services can be provided, through mobile pumpout services or other opportunities. If these discussions result in additional options such information will be incorporated into the Notice to Boaters information.

Plastic that enters the San Francisco Bay can cause harm to aquatic life. Visiting mariners should take all precaution to prevent plastic from entering the Bay.

A list of Certified Collection Centers for used oil can be found at the following internet address. The CCC may issue a small payment to boat owners for their used oil.

<http://www.calrecycle.ca.gov>

2.3.7 Boating Services

The Notice to Boaters will include information on how to employ environmentally sound boating practices and where to find environmental services to ensure clean boating habits. The Notice to Boaters handout will identify common sources of pollution from boats and marinas and outline relevant regulations and clean boating policies.

Appendix F provides a listing of onsite and nearby environmental services for sewage pumpouts, oil change facilities, used oil recycling centers, bilge pumpouts, absorbent pad distribution and spent pad collection, and boat to boat environmental services. The Notice to Boaters map will identify the locations of the services listed in Appendix F.

In addition, as noted above, the events represent an excellent opportunity to stimulate more effective, environmentally responsible management practices. In discussing this with environmental stakeholders as well as state agencies such as the Department of Boating and Waterways (DBW) and the Department of Toxic Substances Control (DTSC), we see that with a small amount of additional coordination this Notice to Boaters could be used to incentivize marinas, boatyards and boat owners to utilize Best Management Practices (BMPs) that will hopefully prove beneficial to the Bay both during the events and as a legacy after the events are over.

One such strategy would be to work with industry representatives to develop and implement an industry-based green certification program analogous to the Clean Marinas program in place for marinas. There is not a similar certification program in existence on the boatyard side, but through discussions with members of the American Boat Builders and Repairers Association it appears there may be one coming forward soon. It is an open question whether the full certification program could be in place for the 2012 events, so a fallback option could be to create a boatyard and boat repair version of the Boater Pledge Program reference above. In either case, by agreeing to utilize best management practices and to a system of oversight to ensure compliance, an operator could be approved for inclusion on the Notice to Boaters' list of those

operations willing to hold themselves to a higher standard, with the accompanying marketing and social benefits that such a high profile designation would provide.

DTSC is in the process of promulgating BMPs for boatyards which may be a helpful source for the practices to be incorporated into such a pledge. Timing is an issue with this proposal, especially in relation to those boatyards who need to perform facilities upgrades to comply with the BMPs. No matter which approach is used, it appears prudent to view the Notice to Boaters for the 2012 events as a way to get the word out to operators and boaters alike about the intent to roll out a more robust program for the 2013 events, and in doing so reflect the communication value of the uniquely high profile of this event.

In a similar vein, City staff has contacted representatives of the Bay Area Air Quality Management District to inquire about utilizing the Notice to Boaters to inform boaters about the air impacts of the large expected influx of vessels to the events and seeking their assistance in minimizing these effects where possible. As with the water quality issues described above this could be pursued as a “Spare the Air” type of approach to leverage and enhance BAAQMD’s other communications efforts. Those communications would encourage persons intending to attend the event in motorized watercraft to consider attending as pedestrians by way of emissions-friendly modes of transportation.

City and Event Authority staff will continue to work with regulatory entities, environmental stakeholders and other potential funders of boatyard improvements to identify the most effective means of implementing this aspect of the Notice to Boaters. The Notice to Boaters will be updated with this information when it becomes available. In addition, the contacts made in disseminating the Notice to Boaters may reveal opportunities to work with businesses to assist them in implementing additional strategies to encourage responsible boating. These opportunities will be evaluated as such contacts are made.

2.3 Dissemination of Notice to Boaters

The Notice to Boaters will be disseminated electronically through several existing channels. The Event Authority plans to post the Notice to Boaters map and handout on the AC34 website: <http://www.americascup.com/en/>

This website is highly visible and extensively used by spectators associated with the America’s Cup as evidenced by the public feedback received by the Event Authority. This is a primary source of information for people interested in the event. The Event Authority will also use the 34th America’s Cup social media channels, as well as the City and County of San Francisco’s website: www.sfgov.org

In addition, the Event Authority plans to coordinate with the City and County of San Francisco and other agencies as needed (i.e. Department of Boating and Waterways, USCG) to provide a link back to the AC34 website. The Event Authority will coordinate with the USCG to include the Notice to Boaters’ information on the USCG website.

In the timeframe leading up to and during the AC34 events, The Event Authority will continue coordination with on-water press to disseminate the Notice to Boaters through existing publications and electronic formats. The Event Authority would utilize several potential options including the radio, TV, print and online media partners to communicate ongoing information to communicate up-to-date information regarding the races, including the race schedule. The Event Authority will coordinate with Latitude 38 to publish information in their monthly magazine leading up to the event. AC34 related information would be coordinated and providing this content daily to 'Lectronic Latitude and Scuttlebutt, which can be accessed at the following websites:

<http://www.latitude38.com/lectronic/LectronicLat.lasso>

<http://www.sailingscuttlebutt.com/>

SECTION 3

Air Traffic

3.1 Introduction

The purpose of this section is to (1) describe expected air traffic, (2) describe a possible FAA Temporary Flight Restriction, and (3) provide a description of operational restrictions for aircraft participating in the AC34, incorporating Federal Aviation Administration, National Park Service, California Department of Transportation restrictions, as well as mitigation measures identified through the CEQA process.

3.2 Expected Event Air Traffic

ACEA has stated that three helicopters will be in operation on race days, two operating at just over 100 feet, with a third operating at approximately 400 to 500 feet. Beyond this air traffic, there are a number of public agencies with rotary-wing assets that, under certain circumstances, could deploy to the AC34 in those aircraft. These agencies include the United States Coast Guard, Customs and Border Protection, California Highway Patrol and Federal Bureau of Investigation. City personnel will continue to assess the need for air assets through The Air Operations and Planning Subcommittee of the America's Cup Coordinating Committee.

Following issuance of a Temporary Flight Restriction by the FAA, any additional aircraft that show up at the restricted event would be required to operate outside the temporarily restricted airspace (see 3.3 below).

3.3 FAA Temporary Flight Restriction

Part of the FAA's mandate as a public agency is to protect public airspace for public use. Restriction of use of public airspace for private commercial use is counter to the mission of that agency. TFR's are periodically given to address safety and security concerns, and is based on security issues surrounding AC34 that any TFR would be forthcoming. While event personnel should know in advance of the event whether or not a TFR will be in place, the security profile of the event will be dynamic. FAA personnel have noted that, given the emergence of a specific, substantial security concern, a TFR could be issued in as little as 30 minutes from the time of notification of that concern.

DHS is in the process of reviewing an application submitted by City staff for designation of the AC34 as a National Special Security Event (NSSE). If DHS does not designate AC34 an NSSE, it

will assign the event a Special Event Alert Rating (SEAR) of one through five, with a SEAR 1 as the highest threat rating, SEAR 5, the lowest. With a designation of NSSE or SEAR 1-3, an event is assigned a designated federal coordinator. This coordinator is empowered to request a TFR for an event.

As a point of reference, Fleet Week in prior years had been given a SEAR 3 designation; this year, it received a SEAR 2 designation. While FAA issued a TFR for the Fleet Week airshow, no TFR was in place for the remainder of the event. City staff members anticipate DHS will designate the 34AC as a SEAR 2 event.

City staff has been in contact with the local FAA Flight Standards District Office (FSDO) regarding the possibility of a safety-based TFR, but FSDO has communicated that expected crowd density and estimated number of potential aircraft expected to be in operation are not significant and therefore would not justify a safety-based flight restriction.

3.4 Operational Restrictions

Aircraft participating in the AC34 will be bound by operational limitations that incorporate Federal Aviation Administration, National Park Service, California Department of Transportation restrictions, as well as mitigation measures identified through the CEQA and NEPA processes.

3.4.1 General Operations

For general operations of helicopters associated with AC34:

- helicopters will maintain minimum operating altitude of 100 feet in order to mitigate noise disturbance to marine life
- helicopters are not permitted within 1,000 feet (laterally and/or horizontally) of Alcatraz Island or Crissy Field Wildlife Protection Area
- in the unlikely event whales are observed in San Francisco Bay, helicopters will keep a minimum distance of 1,000 feet from those animals
- should exemption for low altitude flight not be granted via Form FAA7711-2, helicopters will abide by Federal Aviation Regulation Part 91 (see 3.4.2 below),
- aircraft over the race area climbing above 3,000' are required to communicate with SFO, as they will be entering SFO Class B airspace

3.4.2 Exemption from Low Altitude Flight Restriction

In unrestricted airspace, helicopter operations are loosely regulated, with a great deal of discretion given to pilots and their ability to avoid operations that might be considered a “hazard” to persons or property on the surface. Form FAA7711-2 exists for airshows and other events where pilots may knowingly and deliberately perform operations that may be considered hazardous for purposes of the event in which they are participating. While there is no expectation that AC34 helicopters will need to perform operations that might be deemed

hazardous, this permit will exempt them from Section (d) of *Federal Aviation Regulations, Part 91.119, Minimum safe altitudes: General*, recited below:

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

(c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

(d) Helicopters. Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Administrator.

3.4.3 Use of Treasure Island Helipad

As determined by the California Department of Transportation and permit with the United States Navy for use of the helipad at Treasure Island, the center of which is located Latitude 37 degrees, 49', 11.63" N, Longitude 122 degrees, 21', 53.18" W:

- helicopters will ascend / descend vertically
- use approved approach course of clockwise between 205 degrees and 300 degrees magnetic bearing
- use approved departure course of clockwise between 025 degrees and 120 degrees magnetic bearing
- abide Final Approach and Takeoff Area (FATO) of 86 feet by 86 feet
- only one helicopter may use the FATO at a time
- refueling at this facility is prohibited
- overnight storage of aircraft at this facility is prohibited

APPENDICES

APPENDIX A

United States Coast Guard

Special Local Regulations

Special Local regulations are currently being developed by the US Coast Guard.

The Special Local Regulations will be inserted here.

APPENDIX B

Notice to Boaters Handout

Notice to Boaters Map

The Notice to Boaters Handout and Map are currently being developed by the City, the Event Authority and ACRM.

APPENDIX C

Marinas, Anchorages, and Docking

| WATP | | | | | | | | | |
|--|---|-------------------|-----------------------------------|-----------------------------|--------------------------|-------------------|---------------------------|------------------|--------------------------|
| Provide guidelines for safe access to the race course area and provisions for use of the race course area by AC34-related water transportation. | | | | | | | | | |
| Water traffic operations practices. Special local regulations. | | | | | | | | | |
| Identify how boaters will get information regarding vessel traffic | | | | | | | | | |
| Navigational and operational safety guidelines. | | | | | | | | | |
| Restrictions to minimize movement of sporting boats within boundary of race course when races are occurring. | | | | | | | | | |
| Notice to boaters will be an appendix. WATP will include a dissemination plan for the Notice to Boaters. | | | | | | | | | |
| Notice to Boaters | | | | | | | | | |
| Identify restricted areas (300', 1000', ¼ mile)☐ | | | | | | | | | |
| Sound boating practices - environmental services. Identify marinas in SF and Marin Co., outline relevant regulations and clean boating practices, location of pumpouts, location of oil changing facilities, oil pad distribution and collection, used oil pad recycling centers, bilge pumpout, and boat to boat services.☐ | | | | | | | | | |
| Proper waste handling, keep plastic out of bay, signage at floating docks.☐ | | | | | | | | | |
| How to obtain information on vessel traffic for SF bay and changes that will be in place during the races.☐ | | | | | | | | | |
| Identify sensitive habitats or species and how to avoid (eelgrass, marine mammals) | | | | | | | | | |
| Marinas and safe anchoring locations, safe docking for dinghies, and vessel tendering. | | | | | | | | | |
| Invasive species | | | | | | | | | |
| BOATING FACILITY | | Telephone | Average Depth in Marina (at MLLW) | MARINE SANITARY FACILITIES | | | | | Oily Bilge Water Pumpout |
| | | | | Location | Pumpout Cost | Hours | PortaPotty Dumpout | Public Restrooms | |
| Alameda County | | | | | | | | | |
| 1 | ALAMEDA MARINA 1815 Clement Avenue Alameda, California 94501 | 510-521-1133 | 8 feet | | | | | Yes | |
| | | | | | | | | | |
| 2 | BALLENA ISLE MARINA 1150 Ballena Blvd., Ste. 111 Alameda, CA 94501 | 510-523-5528 | 9 feet | Fuel dock | Free | 24 hrs | No | Yes | No |
| 3 | BERKELEY MARINA 201 University Ave. Berkeley, CA 94710 | 510-644-6376 x221 | 8 feet | End of I, G, & C docks | Free | 24 hrs | No | Yes | No |
| 4 | EMBARCADERO COVE MARINA 15 Embarcadero Cove Oakland, California 94606 | 510-532-6683 | 13 feet | | | | | | |
| 5 | EMERY COVE YACHT HARBOR 3300 Powell St. Emeryville, CA 94608 | 510-428-0505 | 8.5 feet | A dock/S dock | Free | 24 hrs | Use pumpout station | Yes | No |
| 6 | EMERYVILLE CITY MARINA 3310 Powell St. Emeryville, CA 94608 | 510-654-3716 | 8 feet | Fuel dock | Free | 24 hrs | No | Yes | No |
| 7 | FIFTH AVENUE MARINA 499 E. Embarcadero Avenue & #1 Fifth Avenue Oakland, California 94606 | | 10 feet | | | | | | |
| 8 | FORTMAN MARINA 1535 Buena Vista Alameda, CA 94501 | 510-522-9080 | | Near harbormaster's office | Free | 24 hrs | No | Yes | No |
| 9 | GRAND MARINA 2099 Grand St. Alameda, CA 94501 | 510-865-1200 | | Below harbormaster's office | Free | 24 hrs | No | Yes | No |
| 10 | MARINA VILLAGE YACHT HARBOR 1030 Marina Village Pkwy Alameda, CA 94501 | 510-521-0905 | | Docks 8 & 10 | Free | 24 hrs | No | Yes | No |
| 11 | MARINER SQUARE MARINA 2415 Mariner Square Dr. Alameda, CA 94501 | 510-521-2727 | | Dock 39 | Free | 24 hrs | No | Yes | No |
| 12 | OAKLAND MARINA 2 Webster St. Oakland, CA 94607 | 510-834-4591 | | North Basin, | Free | 8:30 AM – 5:00 PM | Pumpout wand | Yes | No |
| 13 | SAN LEANDRO MARINA 40 Mulford Point Dr. San Leandro, CA 94577 | 510-577-3488 | | Fuel dock | Free | 24 hrs. | No | Yes | No |
| Contra Costa County | | | | | | | | | |
| 14 | ANTIOCH MARINA 5 Marina Plaza Antioch, CA 94509 | 925-779-6957 | | Guest dock | Free | 24 hrs | Pumpout wand at fuel dock | Yes | No |
| 15 | MARINA BAY YACHT HARBOR 1340 Marina Way South Richmond, CA 94804 | 510-236-1013 | | End of G dock | Free | 24 hrs | No | Yes | No |
| 16 | MARTINEZ MARINA 7 N. Court St. Martinez, CA 94553 | 925-313-0942 | | Fuel dock | Free | 24 hrs | No | Yes | No |
| 17 | PITTSBURG MARINA 51 Marina Blvd. #E Pittsburg, CA 94565 | 925-439-4958 | | Fuel dock | Free | 24 hrs | No | Yes | No |
| Marin County | | | | | | | | | |
| 18 | CLIPPER YACHT HARBOR 310 Harbor Dr. Sausalito, CA 94965 | 415-332-3500 | | Fuel dock | Tenants free; others \$5 | 8-11:30 and 2-4 | Yes | Yes | No |
| 19 | GALILEE HARBOR 300 Napa St. Sausalito, CA 94965 | 415-332-8554 | | End of S dock | 5 | 40820 | No | No | No |
| 20 | LOCH LOMOND MARINA 110 Loch Lomond Dr. San Rafael, CA 94901 | 415-454-7228 | | Fuel dock | Free | 24 hrs. | Yes | Yes | No |
| 21 | MARINA PLAZA HARBOR 2320 Marinship Way Sausalito, CA 94965 | 415-332-4723 | | In marina | Free | 40791 | No | Yes | No |
| 22 | RICHARDSON BAY MARINA 100 Gate 6 Rd. Sausalito, CA 94965 | 415-332-5510 | | C dock | Free | 24 hrs | No | Yes | No |
| 23 | SCHOONMAKER POINT MARINA 85 Liberty Ship Way Sausalito, CA 94965 | 415-331-5550 | | A dock | Free | 40759 | No | Yes | No |
| Napa County | | | | | | | | | |
| 24 | NAPA VALLEY MARINA 1200 Milton Rd. Napa, CA 94559 | 707-252-8011 | | Fuel dock | 5 | 40760 | No | Yes | No |

| Napa County | | | | | | | | | |
|--|---|--------------|--|---|-----------------------|-------------------|---------------------|-----|-----|
| 24 | NAPA VALLEY MARINA 1200 Milton Rd. Napa, CA 94559 | 707-252-8011 | | Fuel dock | 5 | 40760 | No | Yes | No |
| San Francisco County | | | | | | | | | |
| 25 | FISHERMAN'S WHARF MARINA Foot of Hyde St. San Francisco, CA 94123 | 415-673-2928 | | Fuel dock | Free | By appointment | No | No | Yes |
| 26 | PIER 39 MARINA Pier 39 San Francisco, CA 94133 | 415-705-5436 | | A dock | Free | 24 hrs | Use pumpout station | Yes | Yes |
| 27 | SAN FRANCISCO MARINA; GASHOUSE COVE 3950 Scott St. San Francisco, CA 94123 | 415-831-6322 | | Fuel dock | Free | 24 hrs. | Yes | Yes | No |
| 28 | SAN FRANCISCO MARINA; WEST HARBOR 3950 Scott St. San Francisco, CA 94123 | 415-831-6322 | | Pumpout Dock | Free | 24 hrs | Yes | Yes | No |
| 29 | SOUTH BEACH HARBOR The Embarcadero, Pier 40 San Francisco, CA 94107 | 415-495-4911 | | East end of south guest dock | Free | 24 hrs. | No | Yes | No |
| 30 | TREASURE ISLE MARINA 1 Clipper Cove Way San Francisco, CA 94130 | 415-981-2416 | | Southern end of D dock | Free | 24 hrs. | No | Yes | No |
| San Mateo County | | | | | | | | | |
| 31 | BRISBANE MARINA Sierra Point Parkway Brisbane, CA 94005 | 650-583-6975 | | Pier 1 | Free | 24 hrs. | Yes | Yes | No |
| 32 | COYOTE POINT MARINA 1900 Coyote Point Dr. San Mateo, CA 94401 | 650-573-2594 | | Guest dock | Free | 24 hrs. | No | Yes | No |
| 33 | OYSTER POINT MARINA 95 Harbormaster Rd. #1 So. San Francisco 94080 | 650-952-0808 | | Fuel dock | Free | 40761 | Yes | Yes | No |
| 34 | OYSTER COVE MARINA 385 Oyster Point Blvd S. San Francisco, CA 94080 | 650-952-5540 | | Dock 5 | Free | 24 hrs. | No | Yes | No |
| 35 | PORT OF REDWOOD CITY YACHT HARBOR 451 Seaport Ct. Redwood City, CA 94063 | 650-363-1390 | | End of C dock | Free | 24 hrs. | No | Yes | No |
| 36 | PILLAR POINT MARINA One Johnson Pier Half Moon Bay, CA 94019 | 650-726-4382 | | Fuel dock | Free | 24 hrs. | Yes | Yes | Yes |
| Solano County | | | | | | | | | |
| 37 | BENICIA MARINA 266 East B St. Benicia, CA 94510 | 707-745-2628 | | Fuel dock | Free | 24 hrs. | No | Yes | No |
| 38 | GLEN COVE MARINA 2000 Glen Cove Rd. Vallejo, CA 94591 | 707-552-3236 | | Dock 8 | Free | 24 hrs. | No | Yes | No |
| 39 | SUISUN CITY MARINA 800 Kellogg St. Suisun City, CA 94585 | 707-429-BOAT | | End of fuel dock | Free | 24 hrs. | No | Yes | No |
| 40 | VALLEJO MUNICIPAL MARINA 42 Harbor Way Vallejo, CA 94590 | 707-648-4370 | | J dock & fuel dock | \$10 for non-berthers | 24 hrs. | No | Yes | No |
| Sonoma County | | | | | | | | | |
| 41 | PETALUMA MARINA 781 Baywood Dr. Petaluma, CA 94954 | 707-778-4489 | | End of A dock | Free | 24 hrs. | No | Yes | No |
| 42 | PORT SONOMA MARINA 270 Sears Point Rd. Petaluma, CA 94952 | 707-778-8055 | | Near harbormaster's office | Free | By appointment | Yes | Yes | Yes |
| | | | | | | | | | |
| | | | | | | | | | |
| Mobile Pumpout Services | | | | | | | | | |
| | BAYGREEN MARINE SANITATION SERVICES | 415-621-1393 | | www.baygreen.net | Varies | 8:00 AM - 5:00 PM | | | |
| | Serves San Francisco, San Mateo, and Alameda (everything south of the Richmond Bridge), with the exception of Sausalito Bay | | | | | | | | |
| | HEAD HONCHO MOBILE MARINA PUMPOUT SERVICE | 925-429-4490 | | www.head-honcho.net.com | Varies | 8:00 AM - 5:00 PM | | | |
| | Serves Alameda, Contra Costa, San Joaquin, Sacramento and Solano Counties | | | | | | | | |
| | MARINE SERVICE CORPS | 510-629-4185 | | www.marineservicecorps.com | Varies | By appointment | | | |
| | Serves the Bay Area | | | | | | | | |
| | MT HEAD MARINE SANITATION SERVICE | 650-483-5689 | | www.mthead.com | Varies | Varies | | | |
| | Serves Richardson Bay, Redwood City, Alameda, Oakland see web site | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| Source: <i>San Francisco Bay Pumpout Guide & Map for Boaters</i> | | | | The San Francisco Estuary Partnership State of California; Department of Boating and Waterways | | | | | |

APPENDIX D

Aquatic Invasive Species Guidelines and Dissemination Plan

INSERT APP D1

Invasive Species Dissemination Plan

For the
34TH AMERICA'S CUP PROJECT



Draft as of 10/10/11

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Appendix A US Coast Guard Regulatory Authority

34TH AMERICA'S CUP PROJECT

Invasive Species Dissemination Plan

1 Introduction

1.1 Background

The 34th America's Cup (AC 34) is a series of international sailing events to be hosted by the City and County of San Francisco. The AC 34 project sponsors – the Port of San Francisco (Port) and the America's Cup Event Authority (ACEA) – propose to hold the AC34 races in San Francisco Bay in summer-fall 2012 (America's Cup World Series) and in summer-fall 2013 (Louis Vuitton Cup, America's Cup Challenger Series, potential America's Cup Defender Series, and the Match).

The San Francisco Bay-Delta is known for its iconic coastal views and unique natural habitats. It's a dynamic ecosystem interwoven with open water, marine subtidal and intertidal habitats. Currently, its continued health is being threatened by the introduction of aquatic invasive species (AIS) from other parts of the world.

It has been suggested that vessels associated with the AC 34 races (spectator vessels and support boats) could have the potential to spread and/or accelerate the spread of AIS around the Bay. To avoid the potential spread of invasive species associated with AC 34 vessels, the Project Sponsor has proposed to inform boaters regarding methods that can be used to avoid the introduction of AIS into the Bay. As stated in the Draft Environmental Impact Report and 401 Water Quality Certification Application for the project, the Project Sponsor will create a Water and Air Traffic Plan that will include information on AIS and their impact on Bay marine ecosystems along with preventative steps ("Guidelines") that boaters should take to prevent the introduction or spread of AIS into the Bay. The Water and Air Traffic Plan will also include a dissemination plan to establish the methods for distribution of information to boaters.

This Dissemination Plan is meant to establish the methods for distributing information to boaters regarding AIS. While this version of the plan specifically focuses on distribution of AIS information, this plan may be used as the pilot program for disseminating all of the information to boaters associated with the AC 34 in order to maximize efficiency. Accordingly, this document may be revised to apply to the dissemination of a larger boater information package.

To help identify the most effective Guidelines for AIS and the best method for dissemination, the Project Sponsor has created the AC 34 Invasive Species Task Force (ISTF), which is made up of representatives from the Project Sponsor, San Francisco Regional Water Quality Control Board (RWQCB), the California Coastal Commission (CCC), the State Lands Commission, California Department of Boating and Waterways (CDBW), the San Francisco Estuary Project, the US Coast Guard (USCG), the California Department of Fish and Game (CDFG), and the Smithsonian Institute. The ISTF has been working together to establish the Guidelines for AIS and to determine the best method for packaging and disseminating the Guidelines to obtain the most effective results. This plan is a result of these discussions.

2 Summary of Plan

2.1 Dissemination Table

The following table provides an overall summary of the approach to the dissemination plan. The table identifies categories of vessels that could be associated with AC 34, along with the proposed channels of communication that will be used to provide the vessel owners and operators with information regarding AIS. The categories have been prioritized by their relative “AC 34 Level of Concern” as determined by considering the likelihood that the vessel would introduce AIS into the San Francisco Bay, the level of existing regulation to reduce this risk, and the relative association of the vessel to AC 34 events. The table also includes entry points for each category and an overview of the best management practices (BMP)/Guidelines that will be provided to these vessels. The sections below provide additional detail regarding the meaning and intent of the information in the table.

Overview of Dissemination Plan

| | Category | Length Range | Entry Point into Bay | Communication Pathways | AC 34 Level of Concern* | BMP | On Board Systems |
|---|---|----------------|--|---|-------------------------|--|---|
| 1 | All vessels outside GG Bridge (includes unregistered superyachts) | 30 ft - 250+ft | Pacific Ocean thru GG Bridge; includes boats coming from points immediately south of San Francisco (Half Moon Bay, Monterey) | <u>Electronic</u> : America's Cup - website; other associated websites <u>Hardcopy</u> : **Commercial boatyards, marina postings, yacht clubs, chandleries Industry trade shows, forums and publications US Coast Guard - for 300 gross tons and international boats | High | Clean before you go; Clean again if have been within SF Bay for a certain amount of time | In-boards/marine toilets-holding tanks/bait tanks, chain lockers |
| 2 | SF Bay Area/Delta permanently berthed (in water) sail and power boats | 20 ft - 60+ ft | SF Bay/Delta based boats | <u>Electronic</u> : America's Cup - website; other associated websites <u>Hardcopy</u> : **Commercial boatyards, marina postings, yacht clubs, chandleries Industry trade shows, forums and publications | Med-High | Clean hull - Bottom job (out of the water) before you go; Inspect all intakes, chain lockers, bilges, etc. | Mostly in-boards/ some outboards/ mostly marine toilets-holding tanks;chain lockers |
| 3 | AC 34 Registered Superyachts | 80 ft - 250+ft | Pacific Ocean thru GG Bridge | <u>Electronic</u> : America's Cup - website; other associated websites <u>Hardcopy</u> : **Commercial boatyards, marina postings, yacht clubs, chandleries Industry trade shows, forums and publications US Coast Guard - for 300 gross tons and international boats | Med-High*** | Clean before you go; Clean again if have been within SF Bay for a certain amount of time (see BMP Guidelines for details) | In-boards/marine toilets-holding tanks/few bait tanks/no ballast |
| 4 | Trailer Launched Boats - Sail & Power | 18 ft - 30 ft | Crane hoists/boat ramps | <u>Electronic</u> : America's Cup - website; Other associated websites <u>Hardcopy</u> : **Commercial boatyards; Marina postings, yacht clubs, chandleries Industry trade shows, forums and publications | Med-Low | Need BMPS for trailers as well as boats | Mostly outboards/ some inboards/ some marine toilet-holding tanks |
| 5 | AC 34 Construction Equipment | 50-150 ft | Generally SF Barges, but possible that it may come from outside of SF Bay | Construction contract specifications | Medium | Include specifications in construction contract re: cleaning hulls and/or only using in Bay construction equipment. | |
| 6 | ACRM Race Committee Fleet - Race Ops, TV Cam, Course Marshal, EMT, Tow/Rescue, Press/Photo, VIP | 27ft - 60 ft | Transported by ship, dry bottom | America's Cup Race Committee | Low | Follow existing cleaning protocols | |
| 7 | AC Racing Boats - AC45's and AC 72's | 45 + 72 | Transported by ship, dry bottom | America's Cup Race Committee | Extremely Low | Follow existing cleaning protocols | |

*AC 34 Level of Concern = Level of potential risk that this vessel category will bring in AIS + level of existing regulation over these vessels + level of association with AC 34.

**Postings at Yacht Clubs, Marinas, Chandleries, Boatyards = These postings will include AC 34 contact information to use to obtain additional information.

***AC 34 Registered Superyachts will be subject to additional regulation by the US Coast Guard and by the AC 34 registration process.

2.2 Vessels Considered

As indicated in the table, the following vessels may be associated with the AC 34:

2.2.1 Vessels coming from outside the GG Bridge

This category includes all vessels, whether a small sailboat of 30 feet or a larger super yacht over 250 feet that would be coming into the San Francisco Bay from elsewhere to watch the AC 34 events.³

2.2.2 In Water Vessels within San Francisco Bay and the Delta

As the name suggests, this category includes boats that currently reside within the San Francisco Bay estuary in the water. They have been separated out from the above category because they carry a different level of concern regarding AIS. They have been separated out from the category below because in water vessels are more likely to carry AIS than trailered boats that are stored dry.

2.2.3 Trailered sail and power boats

This category includes all sail and power boats that are small enough to be trailered. These boats are less likely to carry AIS since they are stored dry; however, the Guidelines for these vessels will include information regarding the best methods to clean the trailer as well as the vessel itself.

2.2.4 AC 34 registered super yachts

The ACEA plans to establish an event program for super yachts that will require superyachts to formally apply. Part of the application would include guidelines and requirements related to AIS, and requirements from the USCG for all those participating.

The USCG plans to exercise some special jurisdiction over all super yachts (including those that fall within category 2.2.1 above) as part of the Special Local Regulations (SLR) that will be required for the AC 34 race events. The exact level of additional authority that the US Coast Guard will have as part of the SLR for this even is still being analyzed; however, the USCG has indicated that the extended jurisdiction over super yachts will likely mirror their existing “Port State Control” description in Appendix A. Appendix A provides a general overview of the USCG’s existing authority over vessels.

2.2.5 AC 34 Construction Equipment

This category was included to address any potential construction barges, cranes, etc that may be associated with the AC 34 and have the potential to distribute AIS. The Project Sponsor intends to provide the appropriate AIS Guidelines as part of the construction contract and to require the construction contractor to avoid the spread of AIS as per a separate Invasive Species Control Plan. Accordingly, this category will not follow the same methods identified below, but was included in the table and this plan for completeness.

2.2.6 AC 34 Race Committee Fleet

This category includes all of the support vessels (media, guest, course marshall, racing support fleet, etc) that are necessary to host the AC 34 events. These vessels are primarily stored and shipped dry, and are subject to a rigorous cleaning process. Accordingly, the Level of Concern associated with these vessels is low. The AIS Guidelines will be followed for these vessels as part of existing cleaning protocols.

2.2.7 AC 34 Racing Vessels (AC 45s and AC 72s)

This category includes the racing vessels themselves. As one might imagine, these vessels are meticulously maintained, usually out of the water and are often disassembled and reassembled and steam cleaned when they move from one location to another. There is an *extremely* low potential for these boats to contain any growth on their hull. Any growth would reduce the maximum racing speed,

³ Note that super yachts that are specifically registered with the ACEA are considered in a separate category since they will have additional regulation and channels of communication.

which obviously must be avoided at all costs. Accordingly, the AIS Guidelines will be followed for these vessels as part of existing cleaning protocols.

2.2.8 Other Vessels

This plan focuses primarily on those vessels that may be associated with AC 34. Given the methods of distribution that are proposed below in Section 2.4 below, it is anticipated that a great number of other vessel owners will be educated and take action to reduce the spread and/or introduction of AIS as a result of this effort. This program is anticipated to result in a net benefit and legacy of education regarding the San Francisco Bay.

2.3 AIS Cleaning Guidelines

The AIS information distributed to boaters will include detailed Best Management Practices (“BMP”) Guidelines that describe the best methods to avoid the introduction or spread of AIS.

The ISTF has been working together to create a set of Guidelines for each of the boater categories identified above. Each set of Guidelines will be based on the following general messages:

- Clean your vessel before you go (within 1 month)
- Clean your trailer before you go (within 1 month)
- Clean your vessel again before you leave the San Francisco Bay if you have been within the Bay for at least 1 month

The Guidelines have been reviewed and revised by members of the ISTF, in particular, representatives from the Smithsonian Institute, the State Lands Commission, the California Coastal Commission, CDFG, the San Francisco Estuary Project and the CBW, who have expertise in this area.

2.4 Dissemination Process

This section describes the channels of communication that will be used to disseminate this information to reach the widest number of boaters associated with AC 34.

2.4.1 Electronic

As identified in the table, all of the vessel categories will be able to obtain the information electronically on the AC34 website. <http://www.americascup.com/en/>. The AC34 website is professionally maintained and provides a state of the art channel into the world of the America’s Cup. This website provides information regarding all aspects associated with the America’s Cup events, including the ongoing World Series races, articles about individual crew members, as well as an America’s Cup pledge to sustainability. This website is highly visible and extensively used by spectators associated with the America’s Cup as evidenced by the public feedback received by ACEA. This is a primary source of information for people interested in the event.

The ACEA plans to post information regarding the AIS issue in a manner consistent with the professional look of the existing website, which will enable web users to access the general brochure and associated Guidelines electronically. The AC 34 Website may also include references and links to organizations responsible for boater education in California (CDBW) and other boating association websites where boaters can obtain additional information regarding AIS. In addition, there may be a reference to the AIS boater pledge described below to incentivize boaters to clean their vessels. The City of San Francisco’s main site used to post information related to the America’s Cup is the Office of Economic and Workforce Development. Links will be included on that City website so that they are available for those that use this as their source of event-related information.

The ACEA has been coordinating with several boating associations who provide existing outreach to vessel owners [U.S. Sailing, Sail America, and a consortium of Bay Area yacht clubs, etc.]. ACEA plans to work

through their existing channels to establish electronic links with these other associations to the AC 34 website and spread the word regarding AIS.

Even without formal coordination, the electronic AIS information on the AC 34 website is likely to be linked elsewhere and spread onto other websites once it gets posted. There is currently a great deal of interest and excitement over the AC 34 events, and many boating associations and individual boat owners are regularly monitoring the postings on the AC 34 website. It has been the experience of the ACEA that most postings on the AC 34 website show up elsewhere on other boating-related websites shortly after publication. We anticipate that the same organic outgrowth will happen with the AIS information and boater pledge (See Section 2.5 below).

2.4.2 Hardcopy

The Project Sponsor recognizes that not all targeted vessel owners use the Internet to obtain information. Accordingly, this plan includes making hard copies of the materials available to boaters as well. The following locations have been identified by the CDBW as the most successful channels for outreaching to the boating community:

- Marinas
- Yacht clubs
- Chandlerys and boat supply shops; and
- Commercial Boatyards.

(California Boater Survey, *Final Report, July 2011*; CBW, California Coastal Commission, Santa Monica Bay Restoration Foundation and Keep the Delta Clean Program.)

Accordingly, ACEA plans to provide information at these types of locations along the West Coast of California (with a focus on areas within 100 miles of San Francisco Bay due to the likelihood that boaters would be from other ports or marinas in California). ACEA is currently working with CDBW to determine an appropriate list of marinas, yacht clubs, chandleries and boatyards in the area to target. At each location, there will be a poster placed in the most obvious, high traffic area (message boards, other advertisement boards, etc) that will provide an overview of the AIS issue and provide clear information regarding how to obtain additional information, including a reference to the AC 34 website.

2.4.3 Trade Show Forums

The California Boater Report also identified Trade Shows as a useful channel for boater outreach. Accordingly, the Project Sponsor is coordinating with CDBW as well as the City of San Francisco's Department of the Environment (SF DOE) to provide AIS information at some well established boating trade show forums, including annual boater outreach activities at the SF Marina Yacht Harbor (Opening Day of the Boating Season & National Marina Day), as well as the America's Cup World Series event this November in San Diego. Most events will be a collaborative effort with the SF DOE, CDBW and the CCC.

2.5 Incentive Program

In an effort to incentivize boaters to review and comply with the AIS Guidelines, the Project Sponsor will establish the following Boater Pledge Program. The Guidelines package will include a pledge form (a copy will also be provided electronically on the AC 34 website with the other AIS information) for boaters to use. If they pledge to comply with the AIS Guidelines to clean their vessel and send in their signed pledge form, they will receive a small award with the America's Cup branding. The award will be something that boaters can visibly and physically manifest on their vessel (for example, a flag) to employ social marketing, which will entice other boaters to inquire and join the pledge. The ACEA is currently coordinating with CDBW to determine the exact pledge design and branding that will be included on the award. It will

include some form of America's Cup branding (such as a logo) and a memorable tagline, such as the CDBW's "Boating Clean and Green" slogan to spread the message effectively.⁴

3 Conclusion

With effective messaging and distribution, this program will not only reduce the potential spread or introduction of AIS into the San Francisco Bay and elsewhere that could be associated with this project, but also create a net benefit to the community by educating boaters regarding this important issue.

⁴ If the CBW 'Boating Clean and Green' tagline cannot be used, the Project Sponsor will establish an equally memorable tagline to spread the message effectively.

APPENDIX A

US COAST GUARD REGULATORY AUTHORITY

General Coast Guard Inspection Authority

- Inspection Authority: 14USC89
 - The Coast Guard may make inquiries, examinations, inspections, searches, seizures and arrests upon the high seas over which the United States has jurisdiction, for the prevention, detection, and suppression of violations of laws of the United States.

Port State Control Inspection Branch Enforcement

- Port State Control (PSC) enforces the international requirements of SOLAS, ISPS and MTSA for all foreign vessels subject to SOLAS and all foreign vessels greater than 100 gross tons entering U.S. ports.
 - PSC generally inspects only certificated vessels which are 300 gross tons and upwards
- Ballast Water Management for Control of Non-Indigenous Species in Waters of the United States authority source: Subpart D – (33CFR 151.2000)
 - Ballast Water Management Application (33CFR2005)
 - All vessels, US and Foreign equipped with ballast tanks
 - Required Ballast Water Management Practices (33CFR151.2035)
 - Maintain ballast water management plan
 - Ballast Water Exchange in an area no less than 200 nautical miles from any shoreline
 - Mandatory Ballast Water Management Requirements (33CFR2041)
 - Ballast Water Reporting form must be submitted via email or fax in accordance with following submission time requirements:
 - Transit less than 24 hours- submission must be made prior to departure of port
 - Transit greater than 24 hours- submission at least 24 hours prior to arrival
 - Mandatory Record Keeping (33CFR151.2045)
 - Must keep written records

Domestic Inspection Branch Enforcement

- Inspection Authority: 46CFR175 Subpart-T Small Domestic Passenger Vessels
 - Inspect vessels based upon passenger count (6 and up) and net tonnage
 - Do not enforce anti-fouling or ballast water requirements

Uninspected Towing Vessel Branch Enforcement

- Inspection Authority: 46CFR164 Subpart-C Uninspected Vessels
 - Inspect any vsl engaged in towing, hauling or pushing (any towing vsl less than 300 gross tons)
 - Do not enforce anti-fouling or ballast water requirements
 - The State enforces anti-fouling paint usually through shipyards

Commercial Fishing Vessel Branch Enforcement

- Inspection Authority: 46CFR28 Requirements for Commercial Fishing Industry Vessels

- Inspect vessels designated commercial fishing, fish processing or fish tender vessels
- Conduct strictly safety inspections therefore do not enforce anti-fouling or ballast water requirements

APPENDIX E

Waste Disposal Locations

APPENDIX F

Environmental Services
